OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312
Columbus, Ohio 43215
(614) 466-0880

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90 CBD02

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

APPLICANT NAME VILLAGE OF FAIRFAX
STREET Municipal Building
5903 Hawthorne Avenue
CITY/ZIP Fairfax, Oh 45227

PROJECT NAME BRIDGE FAI-049 SUPERSTRUCTURE REMOVAL AND REPLACEMENT-RED BANK ROAD
PROJECT TYPE BRIDGE
TOTAL COST $ 410,000

92 FEB 27 A 8:14

DISTRICT NUMBER TWO
COUNTY HAMILTON

PROJECT LOCATION ZIP CODE 45227

DISTRICT FUNDING RECOMMENDATION
To be completed by the District Committee ONLY

RECOMMENDED AMOUNT OF FUNDING: $ 369,000.00

FUNDING SOURCE (Check Only One):

State Issue 2 District Allocation	X State Issue 2 Small Government Fund
____ Grant	____ State Issue 2 Emergency Funds
____ Loan	X Local Transportation Improvement Fund
____ Loan Assistance	

SDC

FOR OPWC USE ONLY

OPWC PROJECT NUMBER: _____ OPWC FUNDING AMOUNT: $_____

1.0 APPLICANT INFORMATION

1.1	**CHIEF EXECUTIVE OFFICER**	Theodore Shannon, Jr.
	TITLE	Mayor
	STREET	Muncipal Building 5903 Hawthorne Avenue
	CITY/ZIP	Fairfax, OH 45227
	PHONE	(513) 271 - 7707
	FAX	( ) n/a -
1.2	**CHIEF FINANCIAL OFFICER**	Mrs. Virmorgan Ziegler
	TITLE	Clerk/Treasurer
	STREET	Municipal Building 5903 Hawthorne Avenue
	CITY/ZIP	Fairfax, OH 45227
	PHONE	(513) 271 - 7012
	FAX	( ) n/a -
1.3	**PROJECT MGR**	J. Timothy King, PE,PS
	TITLE	Village Engineer
	STREET	J. T. KING & CO. INC. 9122 Montgomery Road
	CITY/ZIP	Cincinnati, OH 45242
	PHONE	(513) 793 - 7667
	FAX	(513) 985 - 3559

1.4	**PROJECT CONTACT**	Mrs. Virmorgan Ziegler
	TITLE	Clerk/Treasurer
	STREET	Municipal Building 5903 Hawthorne AVenue
	CITY/ZIP	Fairfax, OH 45227
	PHONE	(513) 271 - 7012
	FAX	( ) n/a -
1.5	**DISTRICT LIAISON**	William Brayshaw, PE,PS
	TITLE	Chief Deputy Engineer
	STREET	Hamilton County Engineers 138 East Court Street
	CITY/ZIP	Cincinnati, OH 45202
	PHONE	(513) 632 - 8691
	FAX	(513) 723 - 9748

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional in nature, information must be consolidated fo completion of this section.

2.1 **PROJECT NAME:** Bridge No. FAI-049 Superstructure Removal and Replacement-Red Bank Road

2.2 **BRIEF PROJECT DESCRIPTION - (Sections A through D):**

A. **SPECIFIC LOCATION:**

SEE ATTACHED SHEED

B. **PROJECT COMPONENTS:**

SEE ATTACHED SHEET

C. **PHYSICAL DIMENSIONS/CHARACTERISTICS:**

SEE ATTACHED SHEET

D. **DESIGN SERVICE CAPACITY:**

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include current residential rates based on monthly usage of 7,756 gallons per household.

SEE ATTACHED SHEET

2.3 **REQUIRED SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year Plan; 2-year Maintenance of Effort report, etc.) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying instructions for further detail.

SEE ATTACHED SHEET

FILE: FAIRFAX\FAI-049.I2

2.2.A. SPECIFIC LOCATION

The Bridge No. FAI-049 over Duck Creek is located on Red Bank Road approximately 200 feet north of the Colbank interchange (Columbia Parkway/Red Bank Road). See attached map.

2.2.B. PROJECT COMPONENTS

The project will consist of staged construction for the removal and replacement of the entire bridge superstructure. The existing abutments will be used for support of the new superstructure. Removal and replacement of the superstructure will be performed while maintaining one lane open to traffic at all times. The existing concrete beams will be broken and used as channel liner rip rap in the creek.

The new superstructure will be constructed of precast box beams with water proofing and an asphaltic wearing surface.

New Jersey barriers will be anchored to both edges of the bridge to accommodate flood proofing proposed by the Army Corps of Engineers. The Corps of Engineers is in the detailed design phase of developing plans for flood control of Duck Creek. The bridge superstructure replacement project will be designed to accommodate the Corps designs with little if any modifications to the new structure.

2.2.C. PHYSICAL DIMENSIONS/CHARACTERISTICS

The existing bridge is a 65 feet long single span cast-in-place reinforced concrete structure built in 1933. The "tee" beams are integrally cast with the deck. The existing bridge is 38 feet wide with four (4) feet wide metal walkways attached to each side of the bridge for pedestrian traffic.

The bridge is deteriorating at a rapid pace due to its age, illegally loaded truck traffic and road de-icing chemicals. Much concrete has deteriorated and fallen off the underside of the beams exposing reinforcing steel to corrosion. It appears that the concrete is saturated with corrosion inducing elements.

2.1.D. DESIGN SERVICE CAPACITY

The current and proposed service capacity of the bridge will be designed for a minimum of HS-20 loading. The ADT for this structure is 23,000 according to statistics obtained from OKI of which a very high percentage is truck traffic.

Red Bank Road is a major connector between Columbia Parkway/Eastern Avenue on the south to Madison Road/Erie Avenue/I-71 north and southbound on the north. This is the ONLY truck route available through this area since Fairfax and the other surrounding communities have passed ordinances restricting truck traffic through their municipalities. It is imperative that the superstructure be replaced at the earliest possible date to avoid load limits being placed on the structure thus forcing truck traffic to seek alternative (and possibly illegal) routes and/or ignoring the load limit restrictions.

Heavy truck traffic and time will continue to cause deterioration to this structure at an accelerated rate creating a potential threat to the health, safety and welfare of the traveling public using Red Bank Road.

3.0 PROJECT FINANCIAL INFORMATION

3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	$ N/A
	2. Final Design	$ N/A
	3. Construction Supervision	$ N/A
b)	Acquisition Expenses	
	1. Land	$ N/A
	2. Right-of-Way	$ N/A
c)	Construction Costs	$ 342,000
d)	Equipment Costs	$ n/a
e)	Other Direct Expenses	$ n/a
f)	Contingencies	$ 68,000
g)	**TOTAL ESTIMATED COSTS**	$ 410,000

3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

		Dollars	%
a)	Local In-Kind Contributions *	$	
b)	Local Public Revenues ✓	$ 41,000	10
c)	Local Private Revenues	$	
d)	Other Public Revenues		
	1. ODOT	$	
	2. FMHA	$	
	3. OEPA	$	
	4. OWDA	$	
	5. CDBG	$	
	6. Other _____	$	
e)	OPWC Funds		
	1. Grant ✓	$ 369,000	90
	2. Loan	$	
	3. Loan Assistance	$	
f)	**TOTAL FINANCIAL RESOURCES**	$ 410,000	

* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes:

3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of <u>all</u> local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section <u>3.2(d)</u>, the following information <u>must be attached to this project application</u>:

1) The date funds are available;
2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

3.4 PREPAID ITEMS

Definitions:

Cost -	Total Cost of the Prepaid Item.
Cost Item -	Non-construction costs, including preliminary engineering, finc design, acquisition expenses (land or right-of-way).
Prepaid -	Cost items (non-construction costs directly related to the project) paid prior to receipt of fully executed Project Agreement from OPWC.
Resource Category -	Source of funds (see section 3.2).
Verification -	Invoice(s) and copies of warrant(s) used to for prepaid costs accompanied by Project Manager's Certification (see section 1.4)

IMPORTANT: Verification of all prepaid items shall be attached to this project application

	COST ITEM	RESOURCE CATEGORY	COST
1)	n/a		$
2)	n/a		$
3)	n/a		$

TOTAL OF PREPAID ITEMS $

3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed if the Project is to be funded by SI2 funds:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 410,000.00	100 %
State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%)	$ 369,000.00	90
TOTAL PORTION OF PROJECT NEW/EXPANSION	$	%
State Issue 2 Funds for New/Expansion (Not to Exceed 50%)	$	

4.0 PROJECT SCHEDULE

		ESTIMATED START DATE	ESTIMATED COMPLETE DATE
4.1	**ENGR. DESIGN**	8 / 1 / 91	5 / 1 / 92
4.2	**BID PROCESS**	7 / 20 / 92	8 / 20 / 92
4.3	**CONSTRUCTION**	9 / 20 / 92	5 / 1 / 93

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT: In the event of a project cost underrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Theodore Shannon, Jr, Mayor & Mrs. Virmorgan Ziegler, Clerk/Treasurer

Certifying Representative (Type Name and Title)

February 20, 1992

Signature/Date Signed

Applicant shall check each of the statements below, confirming that all required information is included in this application:

- ✓ A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code.
- ✓ A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.
- ✓ A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.
- ✓ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts.
- YES / ✓ N/A A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).
- YES / ✓ N/A Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application.

6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

William W. Brayshaw, Chairman, District 2 Integrating Committee

Certifying Representative (Type Name and Title)

William W. Brayshaw 4-2092

Signature/Date Signed

2.3 REQUIRED SUPPORTING DOCUMENTATION

FIVE YEAR PLAN FOR THE VILLAGE OF FAIRFAX

1992	Red Bank Road Bridge No. FAI-049 Superstructure Removal & Replacement	$410,000
	Red Bank Road Bridge No. FAI-069 superstructure Repairs	$45,000
1993	Old Wooster Pike Bridge over CSX Railroad Replacement	$1,000,000
1994	Murray Road Joint Repair & Resurfacing	$100,000
1995	Old Wooster Pike Storm Sewer Reconstruction	$175,000
1996	Red Bank Road Widening	$1,500,000
1997	Wooster Pike Storm Sewer Reconstruction and Curb Repair	$250,000

TWO YEAR MAINTENANCE OF EFFORT

1991	Village Wide Curb Removal & Replacement Project	$278,000
1991	Southern Avenue Storm Sewer Improvement	$9,000
1990	High Street Reconstruction	$40,000

The proposed replacement of the bridge superstructure will result in approximately 15 full time jobs with approximately 8 temporary jobs.

3.3 AVAILABILITY OF LOCAL FUNDS

Local funds have been allocated for this project and are available immediately.

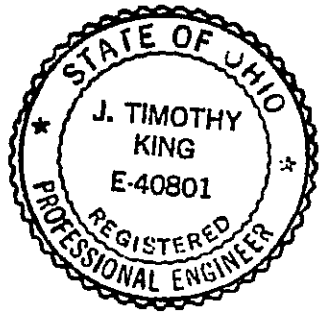
FILE: 49BRIDGE.WK1

RED BANK ROAD BRIDGE NUMBER FAI-049
VILLAGE OF FAIRFAX, OHIO

**** ENGINEER'S ESTIMATE****

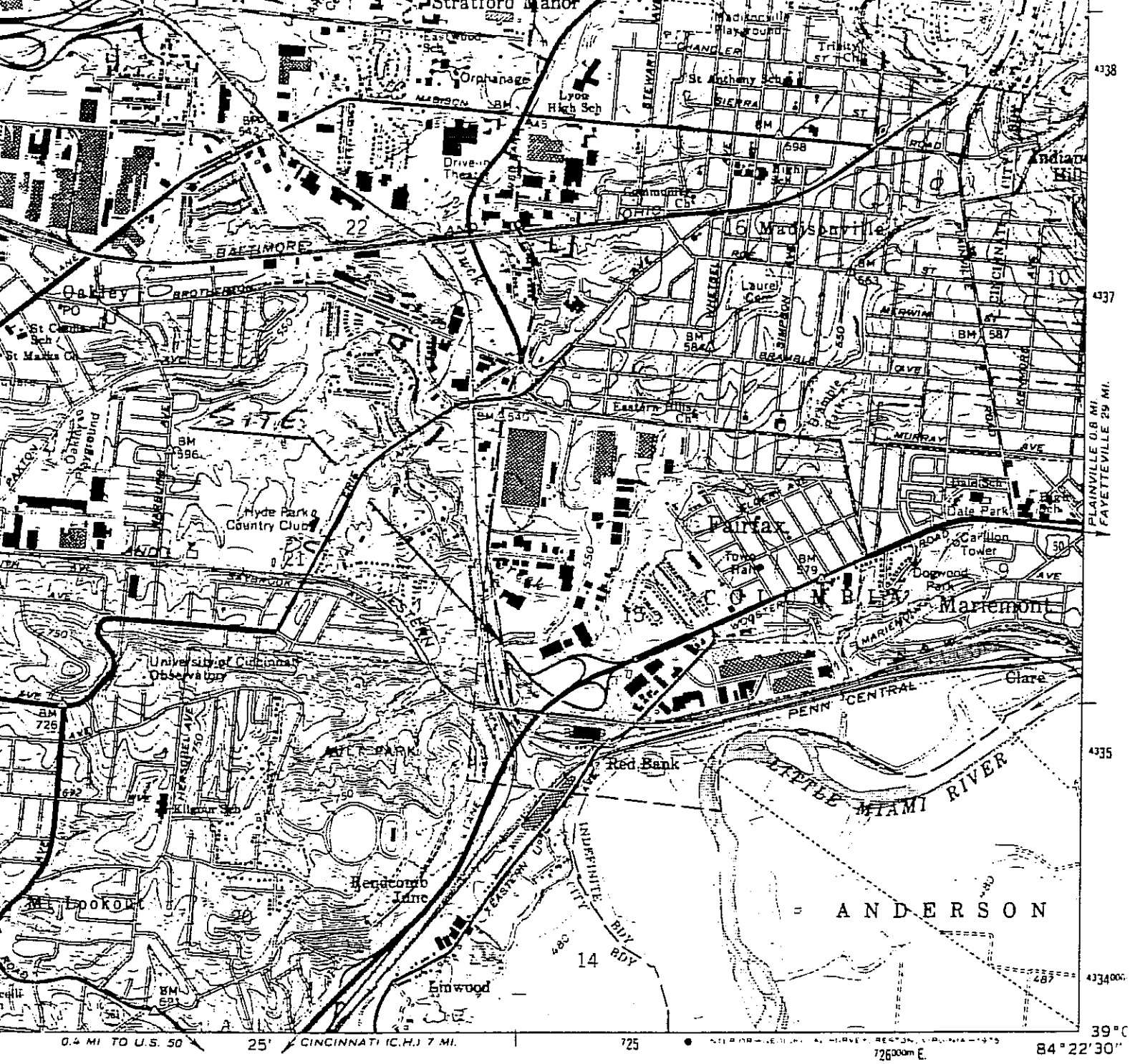
ITEM NO.	DESCRIPTION	UNIT	EST. QUAN.	UNIT COST ($) MATL.	UNIT COST ($) LABOR	UNIT COST ($) TOTAL	TOTAL COST($)
201	CLEARING & GRUBBING	LS		$_____	$_____	$_____	6,000
202	REMOVAL OF OBSTRUCTIONS	LS		$_____	$_____	$_____	36,000
203	ROADWAY EXCAVATION	CY		$_____	$_____	$_____	8,000
207	EROSION CONTROL	LS		$_____	$_____	$_____	3,000
253	PAVEMENT PLANING	SY		$_____	$_____	$_____	4,000
310	BITUMINOUS AGGREGATE	CY		$_____	$_____	$_____	20,000
403	ASPHALTIC CONCRETE	CY		$_____	$_____	$_____	8,000
404	ASPHALTIC CONCRETE	CY		$_____	$_____	$_____	8,000
503	EXCAVATION FOR STRUCTURES	CY		$_____	$_____	$_____	9,000
505	PILE DRIVING EQUIP.MOBILIZATION	LS		$_____	$_____	$_____	5,000
508	FALSE WORK AND FORMS	LS		$_____	$_____	$_____	6,000
509	REINFORCING STEEL	TON		$_____	$_____	$_____	6,000
510	DOWEL HOLES	EA		$_____	$_____	$_____	2,000
511	CONCRETE FOR STRUCTURES	CY		$_____	$_____	$_____	12,000
515	PRESTRESSED BEAMS	EA		$_____	$_____	$_____	180,000
516	BEARING DEVICES	EA		$_____	$_____	$_____	11,000
517	RAILING	LF		$_____	$_____	$_____	10,000
601	SLOPE AND CHANNEL PROTECTION	SY		$_____	$_____	$_____	12,000
606	GURADRAIL	LF		$_____	$_____	$_____	20,000
609	CURBING	LF		$_____	$_____	$_____	5,000
614	MAINTAINING TRAFFIC	LS		$_____	$_____	$_____	24,000
615	TEMPORARY PAVEMENTS	CY		$_____	$_____	$_____	10,000
623	CONSTRUCTION LAYOUT STAKES	LS		$_____	$_____	$_____	5,000
					TOTAL.....		$410,000

THE ESTIMATED LIFE OF THIS PROJECT IS TWENTY (20) YEARS.



J. TIMOTHY KING, PE,PS
PROFESSIONAL ENGINEER
OHIO REGISTRATION NO. 40801

ISSUE II APPLICATION
BRIDGE NO. FAI-049
RED BANK ROAD
VILLAGE OF FAIRFAX



1 MILE

6000 7000 FEET

1 KILOMETRE

929

ROAD CLASSIFICATION

Heavy-duty — Light-duty

Medium-duty — Unimproved dirt

Interstate Route — U. S. Route — State Route

STANDARDS
GINIA 22092
ILABLE ON REQUEST

ISSUE II APPLICATION
BRIDGE NO. FAI-049
RED BANK ROAD
VILLAGE OF FAIRFAX

CINCINNATI EAST, OHIO

N3907.5—W8422.5/7.5

1961
PHOTOREVISED 1970 AND 1974
AMS 4162 III NW—SERIES V852

STATE OF OHIO DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

BRIDGE INSPECTION REPORT *See Accompanying letter*

BR-86 REV. 04-89

STRUCTURE FILE NUMBER: 3 1 3 7 3 3 3

BRIDGE NUMBER: HAM (CO) S0331 (ROUTE) 0049 (UNIT) FAIRFAX — YEAR BUILT 3071

DISTRICT 08 — BRIDGE TYPE 121 — TYPE SERVICE 1 55 — DUCK CREEK — HAM

		COND			COND
DECK					
1. FLOOR	Leaching 1-CONC 8	3	2. WEARING SURFACE	Extremely BAD-Causing Excess Impact 6-ASPLT 40	4
3. CURBS, SIDEWALKS & WALKWAYS	several pieces of Grill walkway loose 2-STL/2-STL 9	4	4. MEDIAN	41	
5. RAILING	6-STL 10	2	6. DRAINAGE	2-THRU CURB 42	1
7. EXPANSION JOINTS	4 11	2	8. SUMMARY	43	5
SUPERSTRUCTURE					
9. ALIGNMENT	MAX.SPAN= 65 12	1	10. BEAMS/GIRDERS/SLAB	Exterior Beams & several interior Beams Spalling 4-CONC 44	3
11. DIAPHRAGMS or CROSSFRAMES	TOT.LGTH= 68 13		12. JOISTS/STRINGERS	Badly and water dripping thru cracks. 45	
13. FLOOR BEAMS	14		14. FLOOR BEAM CONNECTIONS	46	
15. VERTICALS	15		16. DIAGONALS	47	
17. END POSTS	16		18. TOP CHORD	48	
19. LOWER CHORD	17		20. LOWER LATERAL BRACING	49	
21. TOP LATERAL BRACING	18		22. SWAY BRACING	50	
23. PORTALS	19		24. BEARING DEVICES	0 51	2
25. ARCH	20		26. ARCH COLUMNS or HANGERS	52	
27. SPANDREL WALLS	21		28. PAINT (YEAR/CONDITION)	53	
29. PINS/HANGERS/HINGES	22		30. FATIGUE PRONE CONNECTIONS	56	
31. LIVE LOAD RESPONSE	23	E	32. SUMMARY	57	4
SUBSTRUCTURE					
33. ABUTMENTS	2-CONC 24	2	34. ABUTMENT SEATS	Need Cleaning 58	2
35. PIERS	0-NONE 25		36. PIER SEATS	59	
37. BACKWALLS	26	1	38. WINGWALLS	60	2
39. FENDERS and DOLPHINS	SPANS= 1 27		40. SCOUR	3-SCOUR POSS 61	1 / 1
41.	PIERS= 0 28		42. SUMMARY	63	6
CULVERTS					
43. GENERAL	29		44. ALIGNMENT	64	
45. SHAPE	30		46. SEAMS	65	
47. HEADWALLS or ENDWALLS	31		48. SCOUR	66	
49.	32		50. SUMMARY	67	
CHANNEL					
51. ALIGNMENT	33	2	52. PROTECTION	0 68	2
53. WATERWAY ADEQUACY	34	2	54. SUMMARY	69	6
APPROACHES					
55. PAVEMENT	2-ASPLT 35	2	56. APPROACH SLABS	70	
57. GUARDRAIL	36	1	58. RELIEF JOINTS	71	
59. EMBANKMENT	BRDG.WIDTH= 35.0 37	2	60. SUMMARY	PCT.LEGAL=100 72	7
GENERAL					
61. NAVIGATION LIGHTS	38		62. WARNING SIGNS	MAINT.RESP:3-COUNTY 73	
MVC ON=9999 UND=0000	N				COND / STAT
63. VERTICAL CLEARANCE	39		64. GENERAL APPRAISAL & OPERATIONAL STATUS	74	4 / A

STATE OF OHIO — JAMES T. YOUNG 35185 — PROFESSIONAL ENGINEER

65. INSPECTED BY _____ SIGNED — 76 INITIALS

TRUMAN R. YOUNG & ASSOCIATES
1216 EAST McMILLAN ST.
CINCINNATI, OHIO 45206

DOT 2852

DATE 09 24 90 (80–85)

66. REVIEWED BY Stephen J. May PE — SIGNED — 78 INITIALS

1 1 1 1 1 1 1 1 1

1 1 1 1 1 N W N (86 — 67. SURVEY — 93)

DATE 02 28 91 (94–99)

APR 04 1991

Village of Fairfax

5/24/92

Office of the Clerk-Treasurer
5903 Hawthorne St.
Fairfax (Cincinnati,) Ohio 45227
Phone: 271-7012

WWB WMS 5-27-92
JC 5-27-92
Joe Cottrill

May 22, 1992

Mr. William W. Brayshaw, PE-PS
Hamilton County Engineer
Chairman, Integrating Committee
Room 700
138 East Court Street
Cincinnati, Ohio 45202

Attn.: Mr. Joe Cottrill

Subj.: Status of Funds Report from Village of Fairfax
Issue II Funding

Ref.: Bridge Superstructure Replacement
Bridge No. FAI 049 over Duck Creek
Red Bank Road

Dear Mr. Cottrill:

Pursuant to your request of May 20, 1992, we are herewith filing this letter with your office which relates to the replacement of bridge FAI 049 over Duck Creek utilizing Issue II funds.

At this time the Village has encumbered $41,000.00 for this project as the local match for this grant.

Should you have any questions regarding this matter, please feel free to contact me at your convenience.

Sincerely,

Village of Fairfax

Kathryn L. Rielage

Kathryn L. Rielage

KLR/JTK/cr

cc: Ted Shannon, Mayor

RESOLUTION R1-1992

A RESOLUTION AUTHORIZING THE MAYOR AND THE CLERK-TREASURER TO FILE AN APPLICATION WITH THE OHIO PUBLIC WORKS COMMISSION FOR STATE ISSUE #2 FUNDS, AND DECLARING AN EMERGENCY

WHEREAS, bridge repairs are a priority of the Village of Fairfax; and

WHEREAS, the Ohio Revised Code has allowed for the issuance of State Issue #2 funds for 1992; and

WHEREAS, the District Public Works Integrating Committee of Hamilton County (DPWIC) is the recipient of State Issue funds in the amount of $8,956,000 from the Ohio Public Works Commission (OPWC); and

WHEREAS, the Village of Fairfax will apply for funding under State Issue #2 as part of District #2 (Hamilton County) allocation for bridge repairs and improvements.

NOW, THEREFORE, be it resolved by the Council of the Village of Fairfax, Ohio:

SECTION I: That the Council of the Village of Fairfax does hereby endorse and support the application for State Issue #2 funds for repairs and improvements on both the south and north bridges on Red Bank Road within the Village of Fairfax.

SECTION II: That the Mayor and the Clerk-Treasurer are hereby authorized and directed to file an application with the District Public Works Integrating Committee of Hamilton County (DPWIC) for Ohio Public Works Commission funding under State Issue #2 for 1992, and if awarded to implement said program.

SECTION III: That the Village of Fairfax hereby requests the District Public Works Integrating Committee (DPWIC)

and the Ohio Public Works Commission (OPWC) to consider and fund the referenced application.

SECTION IV: That this Ordinance is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health, safety and general welfare and shall be effective immediately. The reason for said declaration of emergency is the immediate necessity of Council's approval for applying for Issue #2 funds within the period of application.

Passed this 19th day of February, 1992.

MAYOR

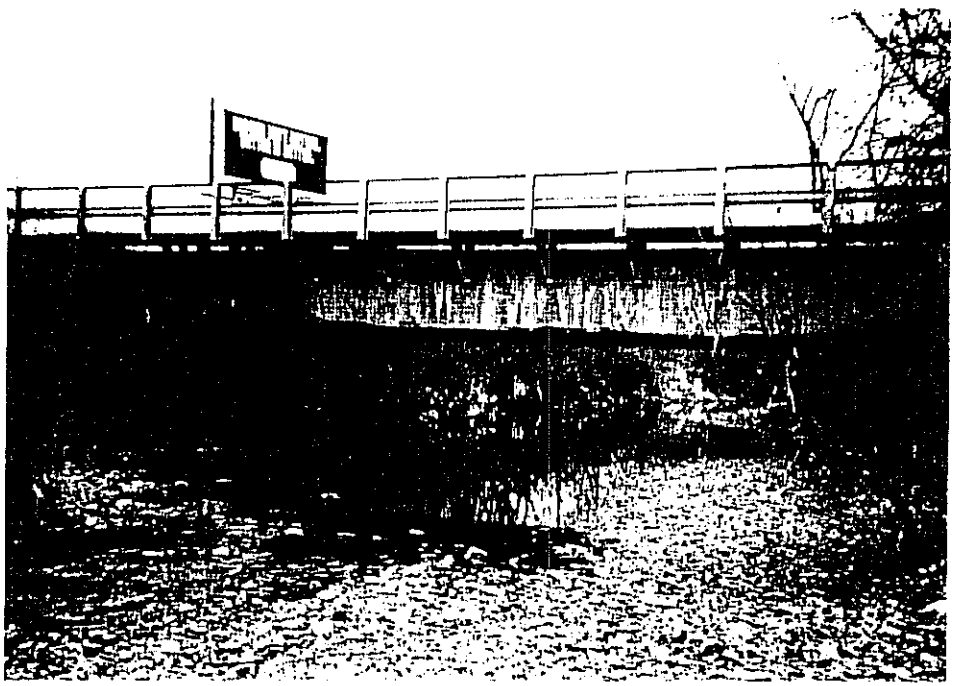
ATTEST:

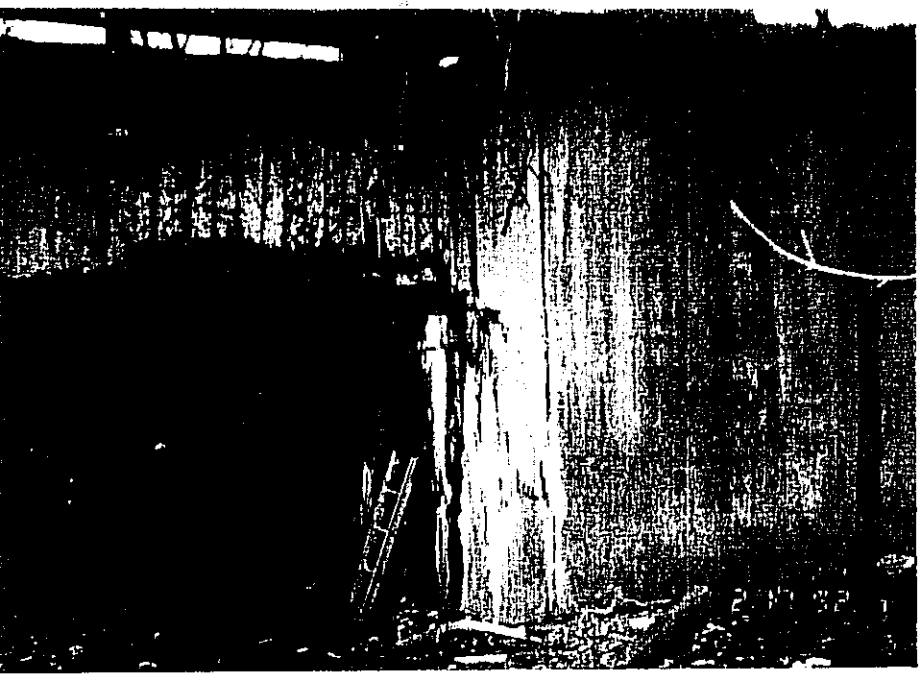
CLERK-TREASURER

I hereby certify this to be a true and correct copy of Resolution R1-1992 passed at a meeting of the Council of the Village of Fairfax on the nineteenth day of February, 1992.


2 17 92


2 17 92





ADDITIONAL SUPPORT INFORMATION

For Fiscal Year 1993, jurisdictions shall complete the State application form for Issue 2, Small Government, or Local Transportation Improvement Program (LTIP) funding. In addition, the District 2 Integrating Committee requests the following information to determine which projects are funded. Information provided on both forms should be accurate, based on reliable engineering principles. Do NOT request a specific type of funding desired, as this is decided by the District Integrating Committee.

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being in poor condition, adequacy and/or serviceability? Accurate support information, such as pavement management inventories or bridge condition summaries, must be provided to substantiate the stated percentage.

   Typical examples are:

   Road percentage= $\frac{\text{Miles of road that are in poor condition}}{\text{Total miles of road within jurisdiction}}$

   Storm percentage= $\frac{\text{Miles of storm sewers that are in poor condition}}{\text{Total miles of storm sewers within jurisdiction}}$

   Bridge percentage= $\frac{\text{Number of bridges that are in poor condition}}{\text{Number of bridges within jurisdiction}}$

   Total No. of bridges in Village = 7

   Total No. of Bridges in poor conditions = 2

2. What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the latest general appraisal and condition rating.

Closed	____	Poor	X
Fair	____	Good	____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

SEE ATTACHED SHEET

ADDITIONAL SUPPORT INFORMATION

2. STATEMENT OF THE NATURE OF DEFICIENCY

Bridge No. FAI-049 (Red Bank Road)

This bridge was constructed in 1933 of reinforced cast-in-place concrete which consists of abutments and 65 feet clear span "tee" beams approximately 5 feet in depth. In 1971 the deck was widened to 33 feet from 27 feet by the removal of the concrete curb/walkway and the attachment of metal grating pedestrian walkways on each side of the deck.

The existing waterway opening is inadequate to pass the expected flows of certain design storms resulting from the improvements to Duck Creek proposed by the Corps of Engineers.

Also, a large percentage of trucks traveling this roadway are over the legal load limit which places additional stress on the structure and accelerates the deterioration. The County Engineer's office has set up weigh station check points along this roadway at the request of the municipalities to apprehend and document the truck overloading condition.

The load carrying capacity of the bridge is diminishing quickly due to the numerous heavy (overloaded) trucks using this roadway, the age of the structure and heavy use of de-icing materials in the winter months.

If this bridge is not replace a load limit restriction may have to be placed on the structure. This would severely disrupt truck commerce since Red Bank Road is the ONLY designated truck route in this vicinity. Fairfax and adjoining municipalities have passed ordinances banning truck traffic on all but this route.

Permitting the continued deterioration of this structure will jeopardize the health, safety and welfare of the traveling public.

3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur? The Integrating Committee will be reviewing schedules submitted for previous projects to help judge the accuracy of a particular jurisdiction's anticipated schedule.

1-1/2 months

Please indicate the current status of the project development by circling the appropriate answers below. PROVIDE ACCURATE ESTIMATE.

a) Has the Consultant been selected?..... Yes No N/A

b) Preliminary development or engineering completed? Yes No N/A

c) Detailed construction plans completed?..... Yes No N/A

d) All right-of-way and easements acquired?..... Yes No N/A

e) Utility coordination completed?..... Yes No N/A

Give estimate of time, in weeks or months, to complete any item above not yet completed.

c) within two months from 2/29/92

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area? (Typical examples include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.)

SEE ATTACHED SHEET

5. For any project involving GRANTS, the local jurisdiction must provide a MINIMUM OF 10% of the anticipated construction cost. Additionally, the local jurisdiction must pay 100% of the costs of preliminary engineering, inspection, and right-of-way. If a project is to be funded under Issue 2 or Small Government, the costs of any betterment/expansion are 100% local. Local matching funds must either be currently on deposit with the jurisdiction, or certified as having been approved or encumbered by an outside agency (MRF, CDBG, etc.). Proposed funding must be shown on the Project Application under Section 3.2, "Project Financial Resources". For a project involving LOANS or CREDIT ENHANCEMENTS, 100% of construction costs are eligible for funding, with no local match required.

What matching funds are to be used for this project? (i.e. Federal, State, MRF, Local, etc.)

LOCAL

To what extent are matching funds to be utilized, expressed as a percentage of anticipated CONSTRUCTION costs?

TEN PERCENT

ADDITIONAL SUPPORT INFORMATION

4. The proposed infrastructure replacement project will provide for:

   a.) the widening of the lanes to meet current highway standards;

   b.) an increase in the waterway opening by reducing the depth of the beams to approximately three (3) feet from five (5) feet; and,

   c.) the continued use of the roadway by fire and medical equipment, by through truck traffic and by local truck traffic serving industry and commerce in the immediate vicinity of the bridge.

9. REGIONAL SIGNIFICANCE

Red Bank Road is of regional significance since it is the only connector route between Columbia Parkway/Wooster Pike/Eastern Avenue on the south to Madison Road/Erie Avenue/I-71 north and southbound on the north. Please refer to the enclosed map.

6. Has any formal action by a federal, state, or local government agency resulted in a complete ban or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of new building permits.) **THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE CONSIDERED VALID.** Attach a copy of the document (ordinance, resolution, etc.) which imposes the ban.

COMPLETE BAN ____ **PARTIAL BAN** ____ **NO BAN** _x_ *

* A PARTIAL BAN IS BEING CONSIDERED BY THE COUNTY ENGINEER

Will the ban be removed after the project is completed? YES___ NO___

7. What is the total number of existing users that will benefit as a result of the proposed project? Use specific criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users:

28,000 users

For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

8. The Ohio Public Works Commission requires that all jurisdictions applying for project funding develop a five year overall Capital Improvement Plan that shall be updated annually. The Plan is to include an inventory and condition survey of existing capital improvements, and a list detailing a schedule for capital improvements and/or maintenance. Both Five-Year Overall and Five-Year Issue 2 Capital Improvement Plans are required.

Copies of these Plans are to be submitted to the District Integrating Committee at the same time the Project Application is submitted.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Consider the number of jurisdictions served, size of service area, trip lengths, functional classification, and length of route.) Provide supporting information.

SEE ATTACHED SHEET

OHIO INFRASTRUCTURE BOND PROGRAM (ISSUE 2) - ROUND 5

LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP) - ROUND 4

FY 1993 PROJECT SELECTION CRITERIA - 7/1/92 TO 6/30/93

ADOPTED BY DISTRICT 2 INTEGRATING COMMITTEE, 2/21/92

JURISDICTION/AGENCY: VILLAGE OF FAIRFAX

PROJECT IDENTIFICATION:

SUPERSTRUCTURE REMOVAL AND REPLACEMENT OF BRIDGE N/O FAI-049

PROPOSED FUNDING:

ELIGIBLE CATEGORY:

POINTS

TOTAL POINTS FOR THIS PROJECT - 58

10 1) Type of project

10 Points - Bridge, road, stormwater
5 Points - All other projects

10 2) If Issue 2/LTIP funds are granted, when would the construction contract be awarded? (Even though the jurisdictions will be asked this question, the Support Staff will assign points based on engineering experience.)

10 Points - Will definitely be awarded by end of 1992
5 Points - Some doubt as to whether it can be awarded by end of 1992
0 Points - No way it can be awarded in 1992

9 3) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

15 Points - Poor condition
12 Points -
9 Points - Fair to Poor condition
6 Points -
3 Points - Fair condition

NOTE: If infrastructure is in "good" or better condition, it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

2 4) If the project is built, what will be its effect on the facility's serviceability?

10 Points - Significantly effect on serviceability (e.g., widen to add lanes along entire project)
8 Points - Moderate to significant effect on serviceability
6 Points - Moderately effect on serviceability (e.g., widen existing lanes)
4 Points - Little to no effect on serviceability
2 Point - Little or no effect on serviceability (e.g., street or bridge deck rehab)

1 5) Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor or worse condition, and/or inadequate in service?

3 Points - 50% and over
2 Points - 30% to 49.9%
1 Point - 10% to 29.9%
0 Points - Less than 10%

4 6) How important is the project to the HEALTH, SAFETY, and WELFARE of the public and the citizens of the District and/or the service area?

10 Points - Highly significant importance, with substantial impact on all 3 factors

8 Points - Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors

6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors

4 Points - Minimal importance, with noticeable impact on 1 factor

2 Points - No measurable impact

6 7) What is the overall economic health of the jurisdiction?

10 Points - Poor
8 Points -
6 Points - Fair
4 Points -
2 Points - Excellent

1 8) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Matching funds may be local, federal, ODOT, MRF, etc. or a combination of funds. Loan and credit enhancement projects automatically receive 5 points. **MINIMUM 10% MATCHING FUNDS REQUIRED FOR GRANT-FUNDED PROJECTS**

5 Points - More than 50%
4 Points - 40% to 49.9%
3 Points - 30% to 39.9%
2 Points - 20% to 29.9%
1 Point - 10% to 19.9%

0 9) Has any formal action or orders by a federal, state, or local governmental agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? Examples include weight limits on structures, EPA orders to replace or repair sewerage, and moratoriums on building permits in a particular area due to local flooding downstream. **POINTS CAN BE AWARDED ONLY IF CONSTRUCTION OF THE PROJECT BEING RATED WILL CAUSE THE BAN TO BE REMOVED.**

10 Points - Complete ban
5 Points - Partial ban
0 Points - No ban

10 10) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include traffic counts & households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

10 Points - 10,000 and Over
8 Points - 7,500 to 9,999
6 Points - 5,000 to 7,499
4 Points - 2,500 to 4,999
2 Points - 2,499 and Under

5 11) Does the infrastructure have REGIONAL impact? Consider originations & destinations of traffic, functional classification, size of service area, number of jurisdictions served, etc. (Functional classifications to be revised in the future to conform to new Surface Transportation Act.)

5 Points - Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal-Aid Primary routes)
4 Points -
3 Points - Moderate impact (e.g., principal thoroughfares, Federal-Aid Urban routes)
2 Points -
1 Point - Minimal or no impact (e.g., cul-de-sacs, subdivision streets)

TOTAL AVAILABLE POINTS: 98